

FEDERAL AVIATION AGENCY

7G5
Revision 2
SLINGSBY
Type 43 Series 3F
May 22, 1964

TYPE CERTIFICATE DATA SHEET NO. 7G5

This data sheet which is a part of type certificate No. 7G5 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder Slingsby Sailplanes Ltd.
Kirbymoorside
York, England

I Model Skylark Type 43 Series 3F, Approved July 6, 1960

Airspeed limits	Glide or dive	118 knots															
	Airplane tow	71 knots															
	Auto-winch tow	71 knots															
	Maximum speed in rough air	71 knots															
	Dive brakes extended	118 knots															
C.G. range	(+11.52) to (+16.55)																
Datum	Wing leading edge at root																
Leveling means	When the top of the fuselage slopes tail down at an angle of 54 minutes.																
Maximum weight	830 lb.																
No. seats	1 (-21)																
Baggage	None																
Control surface Movements	<table border="0"> <tbody> <tr> <td>Elevator</td> <td>Up</td> <td>31°</td> <td>Down</td> <td>23°54'</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>25°26'</td> <td>Left</td> <td>25°26'</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>27°8'</td> <td>Down</td> <td>10°36'</td> </tr> </tbody> </table> Dive brakes 5.25" above and below wing surfaces		Elevator	Up	31°	Down	23°54'	Rudder	Right	25°26'	Left	25°26'	Aileron	Up	27°8'	Down	10°36'
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Serial Nos. eligible	The United Kingdom Certificate of Airworthiness for export endorsed as noted under "Certification basis" must be submitted for each individual glider for which application for certification is made.																
Certification basis	CAR 10. Type Certificate No. 7G5 issued July 6, 1960. Date of Application for Type Certificate March 17, 1960. Each aircraft and any replacement parts manufactured in the United Kingdom must be designated as "import" and clearly labeled as such in accordance with CAR 10.30. A U.S. airworthiness certificate may be issued on basis of a United Kingdom Certificate of Airworthiness for Export signed by a representative of the Ministry of Transport and Civil Aviation containing the following notation: "The glider covered by this certificate has been examined and found to comply with the British Glider Airworthiness Requirements and conforms to T.C. 7G5."																
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see certification basis) must be installed in the aircraft for certification.																

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- NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each glider at the time of original certification and at all times thereafter.
- NOTE 2. The following placards must be installed in full view of the pilot:
- (a) "Flight in clouds: - Permissible only when altimeter and turn and slip indicators are fitted."
 - (b) "Maneuvers permissible: - Tight turns, loops, spins."
 - (c) "Night Flying" is prohibited.
 - (d) If the jettisonable type wheel is fitted (Skylark Modification No. 2- "Introduction of longer skid and jettisonable undercarriage") the following placard is required:
"This glider must not be landed with the undercarriage wheel in place. The wheel must be jettisoned after take-off at a height of 10 feet or more and at a speed not in excess of 48 knots."

...END...